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SEP 10 1929

# REPORT

OF

THE DIRECTORS

OF THE

BOSTON AND MAINE RAILROAD

TO THE STOCKHOLDERS.

WEDNESDAY, SEPT. 10, 1862.

*MRB*

BOSTON:

HENRY W. DUTTON & SON, PRINTERS,

97 AND 99 WASHINGTON STREET,

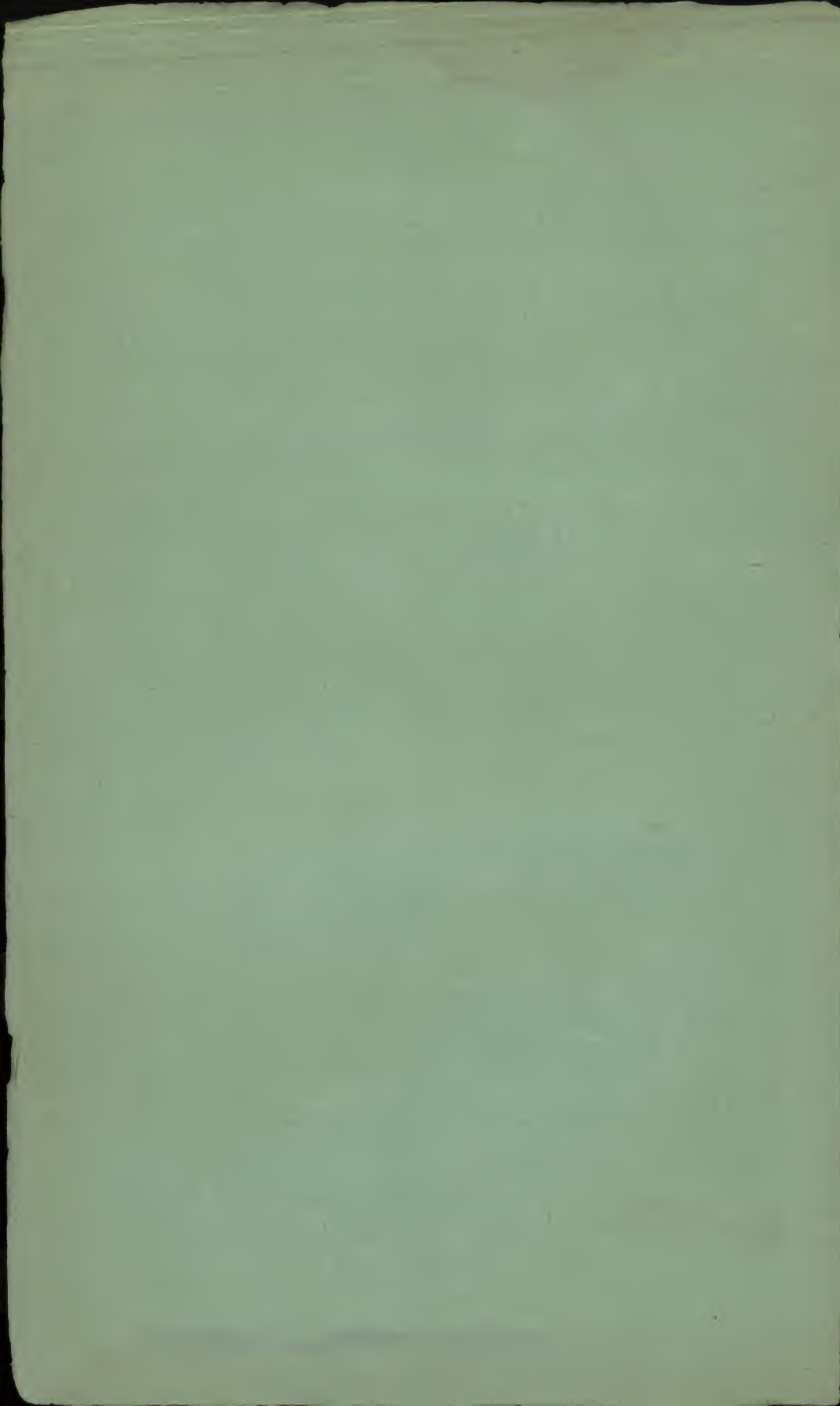
1862.

STRAWBOARDS

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OCT 16 1930



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SEP 25 1930 M NYSL Hg priced each 162, 73-74, 78-79, 84-86, 93-95, 98/99

|   |   |   |   |   |           |    |
|---|---|---|---|---|-----------|----|
| By Table D in the Appendix, it will be seen that<br>the gross revenue from all sources, for the year<br>ending May 31, 1862, is | - | - | - | - | \$732,427 | 64 |
| The expenditures of every kind, including deprecia-<br>tion of locomotives and cars, the renewal of rails,<br>ties, &c., is     | - | - | - | - | 442,021   | 14 |
|   |   |   |   |   |           |    |
| Net earnings,   | - | - | - | - | \$290,406 | 50 |
| Two dividends, of 3 per cent. each, being deducted,   |   |   |   |   | 249,342   | 00 |
|   |   |   |   |   |           |    |
| Leaves a balance undivided of   | - | - | - | - | \$41,064  | 50 |

It is a matter of regret that we are unable to present a more favorable exhibit of the results of the past year. The cause of this unfavorable condition of things is national, and beyond our control. But it is none the less real—none the less disastrous—because without remedy.

The same cause, which has operated unfavorably on our road, has had a contrary effect on those roads which are made channels of communication between the large cities and Washington.

Ours is a road dependent more upon its local than foreign business. Of the staple products of the country, very little, comparatively, passes over it, except what is consumed in the manufacturing, mechanical, and other industrial pursuits along its line.



In consequence of the great scarcity of cotton, that branch of manufacture has furnished much less transportation than usual. Whenever the business of the country shall have resumed its former condition of growth and prosperity, a more favorable statement may be expected.

We would remark here, that from the operation of causes, which may prove temporary, the business of the current year, since May 31st, has proved much more satisfactory than during the corresponding period of the last year.

The particulars of the operations of the road for the past year, and also its present financial condition, may be ascertained by examining the various tables in the Appendix. They have been prepared with great care and labor, by the Treasurer, in compliance with your standing votes on the subject.

In former years, we have received considerable sums of money from the surplus earnings of the Portland, Saco, and Portsmouth Railroad. The same causes, which have unfavorably affected our road, have had a similar effect upon that road. We have had no call upon us to supply funds for the guaranteed dividends, and probably shall not be called upon for that purpose. But, until more prosperous times, we cannot reasonably expect any considerable revenue from that source.

The steamer Daniel Webster, in which this Corporation has an interest, was chartered by the National Government for the purposes of the war, about six months since. It is still retained by the Government. The company owning the steamer will probably receive more under the present contract than she would have earned on her usual route between Portland and Bangor. But her place has not been supplied by any other boat; and the travel, formerly accommodated by that line, has been compelled to adopt other channels of intercourse, possibly to the detriment of the lines of road between Portland and Boston.

By examining the statement of undivided earnings for several years, it will appear that the amount has steadily increased. That amount, however, is not invested in cash or cash assets. This will appear from the following statement:—

The amount actually received from the sale of 41,557 shares of capital stock, as per Table B, is - - \$4,076,974 52

Upon that number of shares dividends were declared in 1850, and there has been no change since.

The construction accounts, showing the cost of the road and equipment, as will appear by the same table, amount to - - - - \$4,292,938 64

Consequently the sum of \$215,964.12 more than was received from the sale of shares has been expended in constructing and equipping the road.

Furthermore, it will appear by Table C that the available assets of the Corporation, of all kinds, amount to - - - - - \$612,784 20

Deduct from this sum the ascertained liabilities, as by same table, - - - - - 199,821 32

This balance being - - - - - 412,962 88

Together with the above sum of - - - - - 215,964 12

Makes the sum of - - - - - \$628,927 00

Which is the amount of undivided earnings, as will appear by Table E.

In other words, of the sum of \$628,927.00, which is the amount of the undivided earnings, as before stated, \$215,964.12 is invested in the construction and equipment of the road; and the balance, being \$412,962.88, is invested in the items of property enumerated in Table C, after deducting from their sum total the ascertained liabilities specified on the opposite page of the same table.

It also appears by the same table, that the Corporation owes only one note of \$22,000.00, balance due for land purchased in Boston. This note will become payable Oct. 1 next, and can

then be paid, without any inconvenience, from the money in the Treasury.

Our liability on account of the Newburyport Railroad, last year, was \$72,239.20. It is now only \$4,140.00, and that is not on interest.

Notwithstanding we have so largely reduced our indebtedness during the past year, we have, at all times, been able to meet the legitimate demands upon the treasury, without hiring money. Thus it appears that, while our financial condition has been easy, there has been but little surplus of money idle in the treasury.

Table F furnishes a comparative statement of the earnings and expenses for the last two years.

The gross receipts for the last year are less than the

|                                     |   |   |   |   |   |           |    |
|-------------------------------------|---|---|---|---|---|-----------|----|
| previous year by                    | - | - | - | - | - | \$197,723 | 67 |
| The expenses are less by the sum of |   |   |   |   |   | 87,707    | 31 |

|                          |   |   |   |   |   |           |    |
|--------------------------|---|---|---|---|---|-----------|----|
| Making the net receipts, | - | - | - | - | - | \$110,016 | 36 |
|--------------------------|---|---|---|---|---|-----------|----|

less than in the former year. This is more than two dollars and a half per share of the capital stock issued.

Competent persons were appointed, not in the employ or interest of this Corporation, to examine and appraise the fuel, engines, cars, stock on hand, &c. From the reports of these parties, we are satisfied that the appraisal, as set forth in the Appendix, is a fair valuation of the property on hand.

On the morning of July 20, 1861, the inward, wooden freight depot building on Causeway Street, Boston, was mostly destroyed by fire. A new building, 300 by 39 feet, has been erected. The insurance of two thousand dollars on the building was promptly paid. The sum of \$2250, by compromise, has also been received towards payment of the freight destroyed. Although the fire has caused the outlay of perhaps two thousand dollars more than received from insurance; yet, by a change in the location of the building, and by increasing its width, our business facilities have been largely increased.

There is now in process of erection, at South Berwick Junction, a brick engine-house, with slated roof. The old one, alto-



gether inadequate to the wants of the road, had become dilapidated. The turntable at this station was never covered. It was exposed to the weather; and, in storms and ice it was very difficult to operate it. The new structure is intended to give ample room for the engines and shelter the table. Contracts are made so that the cost of the building, exclusive of the foundation, will not much exceed four thousand dollars. A new woodshed is needed at that station, and it is proposed to build one, 200 or 300 feet long.

The northerly abutment of the bridge over the Cochecho River has been rebuilt this summer, in a very substantial manner.

Additional land, at an expense of about 600 dollars, has been purchased at Haverhill. The tracks over the Mystic River are now being entirely relaid with new timber above the action of the tide.

Extensive repairs upon Miller's River and Charles River bridges have been made also.

In the ordinary repairs of the road, about 40,000 cedar ties have been put in place during the past year. The average number for the past seven years has been about 35,000, at an expense of eleven thousand dollars annually. In addition, there is an expenditure of something less than one thousand dollars annually for chestnut switch ties. We have in our road bed, including all the branches, side tracks, &c., now operated by us, not far from 400,000 ties. Their cost, at thirty-two cents each, would amount to \$128,000.00. Should the life of a cedar tie be reckoned at ten years on this road, there will be required an annual outlay of \$12,800.00 to purchase the necessary ties. This may be considered a fair estimate at the prices heretofore paid. For the last five years the expenditure for iron rails has been, on an average, \$20,332.00 annually. From this statement it will be seen that the expense of the ties is, comparatively, a large item in the repairs of the road.

In the past, as in previous years, it has been the purpose of your Directors to keep the bridges, tracks, rolling stock, and station buildings in thorough repair. No expense has been

spared to accomplish this object. Whatever would conduce to the safety or comfort of the travelling public has been cheerfully granted.

On the 21st day of September last, the Directors passed the following vote:—

“Voted, that from and after the 30th day of September inst., in consequence of the depressed state of business and diminished income of the Railroad, a deduction of 10 per cent. be made from the salaries and monthly payments of all officers and employés of the road, whose annual salaries or wages exceed two hundred dollars, until the further order of the Board.”

This reduction commenced on the first day of October, and still continues in operation.

The financial condition of the Corporation is shown in Table C. In it will be found a full and specific statement of every item of assets and liabilities so far as ascertained.

The Treasurer's accounts have been examined, as heretofore, under the supervision of a Committee of the Directors, specially appointed to that duty. The auditor who was employed to examine them reports that they were in all particulars correct.

We have heretofore expressed to you our entire confidence in the comparative value of your property. That confidence is not in the least diminished. Whenever the great industrial pursuits of the country are prosperous, you may safely calculate upon generous returns from your investment.

Respectfully submitted,

By order of the Board of Directors,

F. COGSWELL, *President.*

Boston, Aug. 13, 1862.

## APPENDIX.



\$4,905,722 84



*For the Year ending May 31, 1862.*

Cr.

CAPITAL STOCK ACCOUNT—

|                                      |   |   |                |
|--------------------------------------|---|---|----------------|
| Received from sale of 41,557 shares, | - | - | \$4,076,974 52 |
|--------------------------------------|---|---|----------------|

LIABILITIES—

|  |     |   |   |           |            |
|--|-----|---|---|-----------|------------|
| Tax bills—estimated,                                       | -   | - | - | 7,106 83  |            |
| Trusted wages,   | -   | - | - | 65 85     |            |
| Uncalled-for wages,  | -   | - | - | 362 46    |            |
| Old dividends,   | -   | - | - | 5,521 50  |            |
| Sundry accounts,   | -   | - | - | 3,826 37  |            |
| Danvers Railroad Rent account,                             | -   | - | - | 1,000 00  |            |
| Boston, Concord and Montreal Railroad,                     | -   | - | - | 2,401 85  |            |
| Concord and Claremont                                      | do. | - | - | 454 21    |            |
| Contoocook River   | do. | - | - | 59 47     |            |
| Manchester North Weare                                     | do. | - | - | 8 45      |            |
| Northern and Passumpsic                                    | do. | - | - | 7,079 08  |            |
| Salem and Lowell   | do. | - | - | 45 84     |            |
| Concord, Manch. and Lawrence                               | do. | - | - | 1,833 95  |            |
| South Reading Branch                                       | do. | - | - | 10,298 46 |            |
| Eastern  | do. | - | - | 6,987 41  |            |
| Portsmouth and Concord                                     | do. | - | - | 165 49    |            |
| Portland, Saco and Portsmouth                              | do. | - | - | 1,793 10  |            |
|  |     |   |   |           | 49,010 32  |
| Deposit on account of Newburyport R. R. bonds,             |     |   |   | 2,160 00  |            |
| Amount payable on account of Newburyport                   |     |   |   |           |            |
| Railroad bonds, as per agreement,                          | -   | - | - | 1,980 00  |            |
| Notes payable (on acc't land in Boston)                    | -   | - | - | 22,000 00 |            |
|  |     |   |   |           | 26,140 00  |
| Dividend payable July 1, 1862,                             | -   | - | - | -         | 124,671 00 |
| General Reserve account, being undivided earnings to date, |     |   |   |           |            |
| as described in Table E,                                   | -   | - | - | -         | 628,927 00 |

For liabilities not yet adjusted, see Table C.

\$4,905,722 84

## B.

*Statement of Capital Stock and Construction Accounts,  
May 31, 1862.*

## CAPITAL.

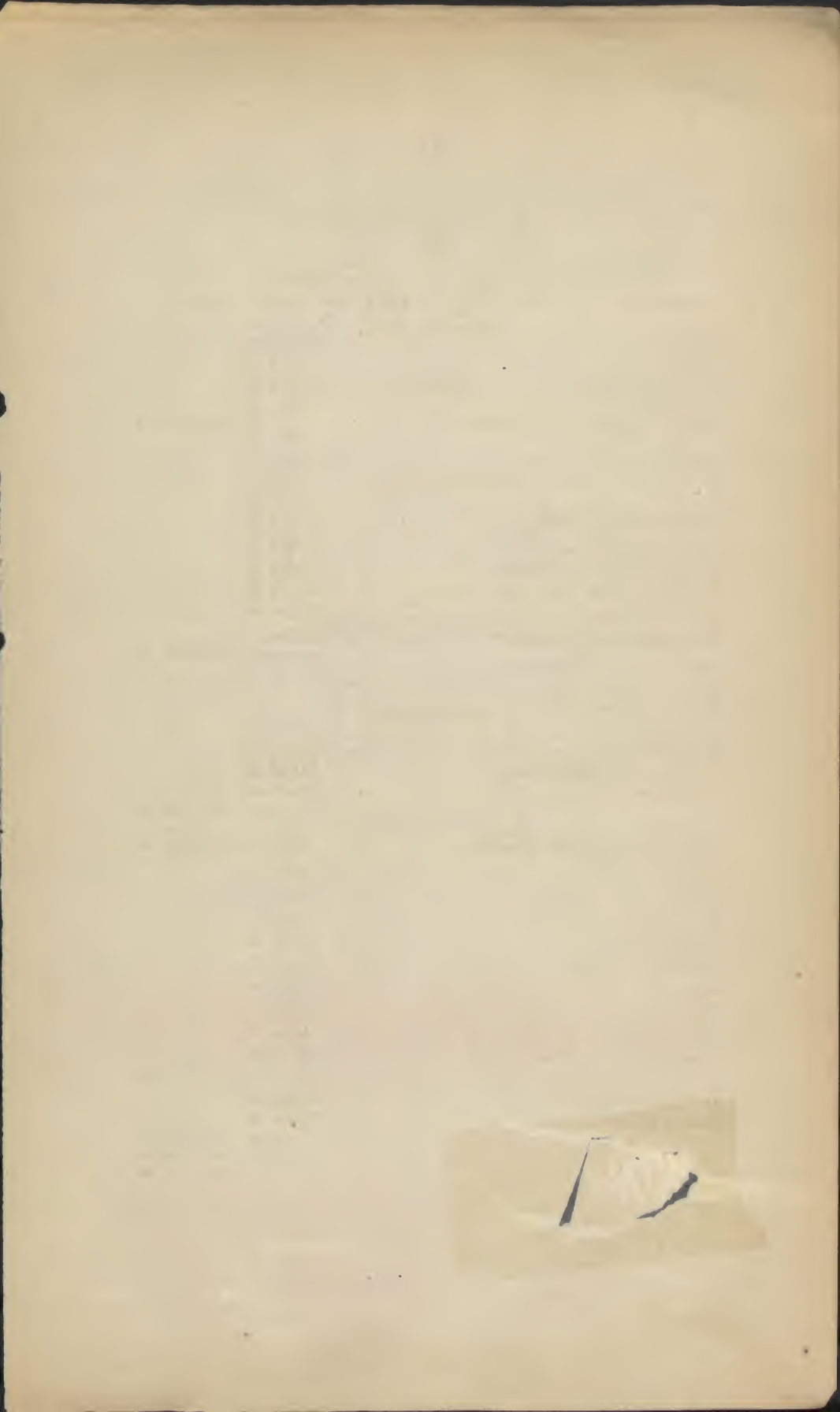
|                                      |   |   |   |                |
|--------------------------------------|---|---|---|----------------|
| Received from sale of 41,557 shares, | - | - | - | \$4,076,974 52 |
|                                      |   |   |   | .....          |

## CONSTRUCTION.

|  |   |   |   |              |
|--|---|---|---|--------------|
| Graduation and masonry,                      | - | - | - | 884,067 40   |
| Wooden Bridges,                              | - | - | - | 371,468 55   |
| Superstructure, including iron,              | - | - | - | 984,523 89   |
| Stations, buildings, fixtures and furniture, | - | - | - | 520,722 78   |
| Land, land damages and fences,               | - | - | - | 847,198 08   |
| Engineering and other expenses,              | - | - | - | 272,388 94   |
|  |   |   |   | <hr/>        |
|  |   |   |   | 3,880,369 64 |

## EQUIPMENT.

|                                   |   |   |   |                |
|-----------------------------------|---|---|---|----------------|
| Locomotives,                      | - | - | - | 195,300 00     |
| Passenger and baggage cars,       | - | - | - | 73,990 00      |
| Merchandise cars,                 | - | - | - | 143,279 00     |
|                                   |   |   |   | <hr/>          |
|                                   |   |   |   | 412 569 00     |
| Total cost of Road and Equipment, | - | - | - | <hr/>          |
|                                   |   |   |   | \$4,292,938 64 |



C.

*Statement of Assets available for the payment of Debts,  
May 31, 1862.*

|                                  |   |   |   |   |   |               |           |
|----------------------------------|---|---|---|---|---|---------------|-----------|
| Cash,                            | - | - | - | - | - | \$22,953      | 07        |
| Notes,                           | - | - | - | - | - | 312           | 73        |
| Freight bills, &c.,              | - | - | - | - | - | 21,674        | 23        |
| Rent bills,                      | - | - | - | - | - | 1,096         | 21        |
| U. S. Post Office Department,    | - | - | - | - | - | 1,945         | 82        |
| Sundry accounts,                 | - | - | - | - | - | 5,918         | 53        |
| Methuen Branch Rent acc't,       | - | - | - | - | - | 4,400         | 00        |
| Cochecho Railroad,               | - | - | - | - | - | 383           | 43        |
| Great Falls and Conway Railroad, | - | - | - | - | - | 6             | 26        |
| Lowell and Lawrence Railroad,    | - | - | - | - | - | 201           | 76        |
| Boston and Lowell Railroad,      | - | - | - | - | - | 432           | 32        |
| Stoneham St. Railroad,           | - | - | - | - | - | 79            | 40        |
|                                  |   |   |   |   |   | <u>59,403</u> | <u>76</u> |

|   |   |                   |
|---|---|-------------------|
| Boston and Maine Railroad stock, 500 shares bought    |   |                   |
| as investment of surplus, -                           | - | 50,000 00         |
| Danvers Railroad bonds, endorsed by us, taken at par, |   | 71,000 00         |
| Danvers Railroad land damage account, secured by      |   |                   |
| their bonds, -  | - | 758 08            |
| Great Falls and Conway Railroad bonds, guaranteed     |   |                   |
| by Eastern Railroad in N. H. -                        | - | 20,000 00         |
|   |   | <u>141,758 08</u> |

*All other Assets.*

|                                 |   |   |   |         |              |
|---------------------------------|---|---|---|---------|--------------|
| White Mountain Railroad bonds,  | - | - | - | 1,014   | 75           |
| Freight bills, &c.,             | - | - | - | 3,528   | 26           |
| Wood,                           | - | - | - | 25,847  | 25           |
| Oil and waste,                  | - | - | - | 263     | 00           |
| Car-Shop stock,                 | - | - | - | 14,966  | 10           |
| Engine-Shop stock,              | - | - | - | 11,145  | 37           |
| Iron rails,                     | - | - | - | 17,524  | 58           |
| Ties,                           | - | - | - | 4,396   | 74           |
| Coal,                           | - | - | - | 4,284   | 00           |
| Steamboat Daniel Webster Stock, | - | - | - | 3,652   | 31           |
|                                 |   |   |   |         | 86,622 36    |
| Newburyport Railroad,           | - | - | - | 300,000 | 00           |
| Danvers Railroad,               | - | - | - | 25,000  | 00           |
|                                 |   |   |   |         | 325,000 00   |
|                                 |   |   |   |         | \$612,784 20 |



*Liabilities May 31, 1862, including Dividend due  
July 1, 1862.*

|   |    |    |    |         |     |              |
|---|----|----|----|---------|-----|--------------|
| Tax bills—estimated,                            | -  | -  | -  | \$7,106 | 83  |              |
| Trusted and uncalled-for wages,                 | -  | -  | -  | 428     | 31  |              |
| Old dividends,                                  | -  | -  | -  | 5,521   | 50  |              |
| Sundry accounts,                                | -  | -  | -  | 3,826   | 37  |              |
| Danvers Railroad Rent acc't,                    | -  | -  | -  | 1,000   | 00  |              |
| Boston, Conc. and Montreal Railroad,            | -  | -  | -  | 2,401   | 85  |              |
| Concord and Claremont                           | do | -  | -  | 454     | 21  |              |
| Contoocook River                                | do | -  | -  | 59      | 47  |              |
| Manchester and N. Weare                         | do | -  | -  | 8       | 45  |              |
| Northern and Passumpsic                         | do | -  | -  | 7,079   | 08  |              |
| Salem and Lowell                                | do | -  | -  | 45      | 84  |              |
| Concord, Man. and Lawrence                      | do | -  | -  | 1,833   | 95  |              |
| South Reading Branch                            | do | -  | -  | 10,298  | 46* |              |
| Eastern   | do | -  | -  | 6,987   | 41* |              |
| Portsmouth and Concord                          | do | -  | -  | 165     | 49  |              |
| Portland, Saco and Portsmouth                   | do | -  | -  | 1,793   | 10  |              |
|   |    |    |    |         |     | 49,010 32    |
| Deposit on acc't of Newburyport Railroad bonds, | -  | -  | -  | 2,160   | 00  |              |
| Am't payable on acc't of do                     | do | do | do | 1,980   | 00  |              |
| Notes payable,                                  | -  | -  | -  | 22,000  | 00  |              |
|   |    |    |    |         |     | 26,140 00    |
| Dividend payable July 1, 1862,                  | -  | -  | -  | -       | -   | 124,671 00   |
| Total ascertained liabilities,                  | -  | -  | -  | -       | -   | \$199,821 32 |

Liabie as endorsers on \$125,000 Danvers Railroad bonds,  
(71,000 of which are owned by this road.)

*Suits against the Road.*

Two suits of Eben. Smith, for land in Boston, taken in 1844.  
Bartlett & Minot, for land damages in Boston in 1844.  
Several other suits of small amount.

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\* This is on account of division of business, &c. We have unadjusted land claims in offset, which are not yet entered specifically in our books.

## D.

*Statement of Earnings and Expenses, for the Year ending  
May 31, 1862; Miles run, &c.*

### EARNINGS.

|             |   |   |   |   |   |                   |
|-------------|---|---|---|---|---|-------------------|
| Passengers, | - | - | - | - | - | \$457,483 16      |
| Freight,    | - | - | - | - | - | 249,033 79        |
| Rents,      | - | - | - | - | - | 12,331 77         |
| Mails,      | - | - | - | - | - | 10,623 06         |
| Interest,   | - | - | - | - | - | 2,955 86          |
|             |   |   |   |   |   | <u>732,427 64</u> |

### EXPENSES.

### RUNNING EXPENSES.

|   |         |    |
|---|---------|----|
| Repairs road, - - - - -                                 | 69,607  | 28 |
| “ bridges, - - - - -                                    | 9,565   | 39 |
| “ fences, gates, &c. - - - - -                          | 3,258   | 36 |
| “ station buildings, fixtures, furniture, &c. - - - - - | 17,291  | 87 |
| “ locomotives, - - - - -                                | 30,254  | 32 |
| “ passenger and baggage cars, - - - - -                 | 12,839  | 05 |
| “ merchandise cars, - - - - -                           | 7,674   | 93 |
| “ gravel cars, - - - - -                                | 11      | 19 |
| Removing ice and snow, - - - - -                        | 2,727   | 62 |
| Switchmen, gatemen, &c. - - - - -                       | 22,084  | 32 |
| Passenger expenses, - - - - -                           | 62,699  | 53 |
| Freight expenses, - - - - -                             | 49,191  | 23 |
| Wood, - - - - -   | 37,949  | 89 |
| Sawing wood; expense of and pumping water, - - - - -    | 10,524  | 15 |
| Coal, - - - - -   | 16,605  | 88 |
| Oil, - - - - -  | 5,726   | 93 |
| Waste, - - - - -  | 2,139   | 87 |
| Horse power, - - - - -                                  | 9,200   | 00 |
| Damages and gratuities, - - - - -                       | 1,706   | 50 |
|   | <hr/>   |    |
|   | 371,058 | 31 |
|   | <hr/>   |    |
|   | 361,369 | 33 |

## OTHER EXPENSES.

|   |             |                    |
|---|-------------|--------------------|
| General expenses, being salaries, law expenses, &c.     | \$14,315 93 |                    |
| Taxes—estimated, - - - -                                | 13,878 51   |                    |
| Insurance, - - - -                                      | 2,944 09    |                    |
| Rent of Danvers Railroad, - - -                         | 7,500 00    |                    |
|   | <hr/>       | 38,638 53          |
| Net, after deducting expenses, - -                      |             | 322,730 80         |
| Charged for renewals of iron, - - -                     | 18,318 30   |                    |
| “ “ depreciation of locomotives and cars, 14,006 00     | <hr/>       | 32,324 30          |
| Net, after deducting expenses, depreciation and iron, - |             | <hr/> \$290,406 50 |

|                                      |         |
|--------------------------------------|---------|
| Miles run by passenger trains, - - - | 409,437 |
| “ “ “ freight trains, - - -          | 168,273 |
| “ “ “ wood trains, - - -             | 1,349   |
| “ “ “ gravel trains, - - -           | 960     |
| “ “ “ extra trains, - - -            | 19,029  |
|                                      | <hr/>   |
| Total miles run, - - - -             | 599,048 |

|   |            |
|---|------------|
| Number of passengers carried in the cars, including passengers to and from other roads, - - - -           | 1,620,855  |
| Number of passengers carried one mile, including passengers to and from other roads, - - - -              | 24,642,836 |
| Number of passengers carried to and from other roads, - - -   | 199,499    |
| Number of passengers carried to and from other roads, one mile, - - -                                     | 7,548,517  |
| Number of tons of merchandise carried in the cars, including merchandise to and from other roads, - - - - | 193,368    |
| Number of tons of merchandise carried one mile, including merchandise to and from other roads, - - - -    | 5,552,110  |
| Number of tons of merchandise carried to and from other roads, - - -                                      | 62,303     |
| Number of tons of merchandise carried to and from other roads, one mile, - - - -                          | 1,811,892  |
| Freight carried for use of the road, - - - -  | 67         |

*Express Trains, and where run :*

One to Andover.

Two to Reading.

One from Reading to Boston.

## E.

*Statement of Undivided Earnings, May 31, 1862.*

|  |         |    |         |              |
|--|---------|----|---------|--------------|
| Balance as per Report of May 31, 1861,                       | -       | -  | -       | \$587,862 50 |
| Earned this year, over expenses, &c., as per Table D,        | 290,406 | 50 |         |              |
| Deduct two dividends, 6 per cent,                            | -       | -  | 249,342 | 00           |
| Earned this year, over dividends, expenses and depreciation, | -       | -  | 41,064  | 50           |
| Balance, May 31, 1862,                                       | -       | -  | -       | \$628,927 00 |



## F.

*Comparative Statement of Earnings and Expenses.*

## EARNINGS.

|                          | YEAR ENDING MAY 31, 1862. | YEAR ENDING MAY 31, 1861. |
|--------------------------|---------------------------|---------------------------|
| Passengers, - - -        | \$457,483 16              | \$548,730 51              |
| Freight, - - -           | 249,033 79                | 341,781 46                |
| Rents, - - -             | 12,331 77                 | 12,345 42                 |
| Mails, - - -             | 10,623 06                 | 9,735 25                  |
| Interest, - - -          | 2,955 86                  | 8,558 67                  |
| P., S. and P. surplus, - | —                         | 9,000 00                  |
|                          | 732,427 64                | 930,151 31                |

## EXPENSES.

|                                    |              |              |
|------------------------------------|--------------|--------------|
| Repairs road, - - -                | 69,607 28    | 86,479 16    |
| “ bridges, - - -                   | 9,565 39     | 12,661 51    |
| “ fences, &c. - - -                | 3,258 36     | 2,606 80     |
| “ stations, &c. - - -              | 17,291 87    | 48,622 61    |
| “ locomotives, - - -               | 30,254 32    | 36,645 08    |
| “ pass. and bag. cars, - - -       | 12,839 05    | 18,501 44    |
| “ merchandise cars, - - -          | 7,674 93     | 9,208 66     |
| “ gravel cars, - - -               | 11 19        | 131 82       |
| Removing ice and snow, - - -       | 2,727 62     | 3,605 00     |
| Switchmen, gatemen, &c., - - -     | 22,684 32    | 22,246 01    |
| Passenger expenses, - - -          | 62,699 53    | 70,583 72    |
| Freight “ - - -                    | 49,191 23    | 59,792 88    |
| Wood, - - -                        | 37,949 89    | 38,450 75    |
| Sawing wood and pumping, - - -     | 10,524 15    | 13,994 79    |
| Oil, - - -                         | 5,726 93     | 9,677 67     |
| Waste, - - -                       | 2,139 87     | 2,192 20     |
| Horse power, - - -                 | 9,200 00     | 9,200 00     |
| Damages and gratuities, - - -      | 1,706 50     | 263 00       |
| General expenses, - - -            | 14,315 93    | 14,696 51    |
| Taxes, - - -                       | 13,878 51    | 13,944 69    |
| Insurance, - - -                   | 2,944 09     | 2,863 87     |
| Danvers Railroad rent, - - -       | 7,500 00     | 7,500 00     |
| Coal for locomotives, - - -        | 16,605 88    | 28,371 81    |
|                                    | 409,696 84   | 512,239 98   |
|                                    | 322,730 80   | 417,911 33   |
| Deprec'n of locom. and cars, - - - | 14,006 00    | 1,658 00     |
| Renewals of rails, - - -           | 18,318 30    | 15,830 47    |
|                                    | 32,324 30    | 17,488 47    |
|                                    | \$290,406 50 | \$400,422 86 |
| Miles run,                         | 599,048      | 663,721      |

## G.

*Exhibit of Locomotives and Cars owned by the Boston and  
Maine Railroad, May 31, 1862.*

## LOCOMOTIVES.

| Names.         | Weight.  | Diameter of<br>driver. | Diameter of<br>cylinder. | Length of<br>stroke. | Valua-<br>tion. |
|----------------|----------|------------------------|--------------------------|----------------------|-----------------|
| Antelope,      | 16 tons, | 5 ft. 0 in.            | 11 $\frac{1}{4}$ in.     | 22 in.               | \$3500 00       |
| Atlantic,      | 25       | 5 6                    | 15                       | 22                   | 6500 00         |
| Andover,       | 26       | 5 6                    | 15                       | 22                   | 7500 00         |
| Ajax,          | 27       | 5                      | 15                       | 24                   | 7500 00         |
| Bangor,        | 20       | 5 6                    | 14                       | 18                   | 4000 00         |
| Boston,        | 20       | 5                      | 14                       | 18                   | 4000 00         |
| Bay State,     | 24       | 5 6                    | 15                       | 20                   | 6000 00         |
| Ballard Vale,  | 20       | 5                      | 14                       | 18                   | 5200 00         |
| Cochecho,      | 12       | 5                      | 12                       | 18                   | 1400 00         |
| Camilla,       | 21       | 5                      | 14                       | 20                   | 5200 00         |
| Dragon,        | 14       | 4 6                    | 13 $\frac{1}{2}$         | 20                   | 4000 00         |
| Dover,         | 24       | 4 6                    | 15                       | 20                   | 4000 00         |
| Exeter,        | 24       | 4 6                    | 15                       | 20                   | 4000 00         |
| Essex,         | 24       | 5 6                    | 15                       | 18                   | 6000 00         |
| Granite State, | 24       | 5 6                    | 15                       | 20                   | 6000 00         |
| Haverhill,     | 25       | 5 6                    | 14                       | 22                   | 6000 00         |
| Hinkley,       | 24       | 5 6                    | 15                       | 20                   | 6000 00         |
| Hercules,      | 27       | 5                      | 16                       | 24                   | 7500 00         |
| Lawrence,      | 23       | 5                      | 15                       | 18                   | 5000 00         |
| Massachusetts, | 22       | 5 6                    | 14 $\frac{1}{2}$         | 18                   | 5500 00         |
| Maine,         | 25       | 4 6                    | 15                       | 24                   | 6000 00         |
| Medford,       | 16       | 5                      | 11 $\frac{1}{2}$         | 20                   | 4000 00         |
| Mystic,        | 21       | 5                      | 14                       | 20                   | 5000 00         |
| Merrimac,      | 25       | 5 6                    | 16                       | 20                   | 6500 00         |
| New Hampshire, | 25       | 4 6                    | 15                       | 24                   | 6000 00         |
| Norris,        | 25       | 5 6                    | 15                       | 22                   | 6000 00         |
| Newburyport,   | 26       | 5 6                    | 15                       | 22                   | 6000 00         |
| Ogiochook,     | 20       | 5                      | 14                       | 18                   | 3500 00         |
| O. W. Bayley,  | 24       | 5 6                    | 15                       | 20                   | 6000 00         |
| Portland,      | 13       | 5 3                    | 11 $\frac{1}{2}$         | 20                   | 1600 00         |
| Pacific,       | 26       | 5 6                    | 15                       | 22                   | 7000 00         |
| Reading,       | 13       | 5                      | 11 $\frac{1}{2}$         | 20                   | 3200 00         |
| Rockingham,    | 24       | 4 6                    | 15                       | 24                   | 5000 00         |
| Swampscot,     | 14       | 4 6                    | 13 $\frac{1}{2}$         | 20                   | 4000 00         |
| Thomas West,   | 25       | 5 6                    | 16                       | 20                   | 7000 00         |
| United States, | 25       | 5                      | 15                       | 24                   | 5500 00         |

|               |   |   |   |   |   |   |   |                    |
|---------------|---|---|---|---|---|---|---|--------------------|
| Lanterns,     | - | - | - | - | - | - | - | \$2500 00          |
| Snow Ploughs, | - | - | - | - | - | - | - | 5400 00            |
|               |   |   |   |   |   |   |   | <hr/> \$195,300 00 |

## PASSENGER CARS.

| NO. |                 |           |                    |   |   |   |   |          |
|-----|-----------------|-----------|--------------------|---|---|---|---|----------|
| 0.  | 1 First Class,  | 60 seats, | -                  | - | - | - | - | \$950 00 |
| 1.  | 1 do.           | 60 "      | -                  | - | - | - | - | 950 00   |
| 2.  | 1 do.           | 68 "      | saloon,            | - | - | - | - | 1250 00  |
| 3.  | 1 do.           | 70 "      | do.                | - | - | - | - | 1250 00  |
| 4.  | 1 do.           | 70 "      | do.                | - | - | - | - | 1225 00  |
| 5.  | 1 do.           | 70 "      | do.                | - | - | - | - | 1275 00  |
| 6.  | 1 do.           | 60 "      | -                  | - | - | - | - | 1200 00  |
| 7.  | 1 do.           | 50 "      | baggage apartment, | - | - | - | - | 950 00   |
| 8.  | 1 do.           | 50 "      | do. do.            | - | - | - | - | 975 00   |
| 9.  | 1 do.           | 56 "      | -                  | - | - | - | - | 500 00   |
| 10. | 1 do.           | 60 "      | -                  | - | - | - | - | 525 00   |
| 11. | 1 do.           | 64 "      | -                  | - | - | - | - | 425 00   |
| 12. | 1 do.           | 64 "      | -                  | - | - | - | - | 625 00   |
| 13. | 1 do.           | 60 "      | -                  | - | - | - | - | 725 00   |
| 14. | 1 do.           | 64 "      | -                  | - | - | - | - | 725 00   |
| 15. | 1 do.           | 60 "      | -                  | - | - | - | - | 775 00   |
| 16. | 1 do.           | 60 "      | saloon,            | - | - | - | - | 850 00   |
| 17. | 1 do.           | 60 "      | -                  | - | - | - | - | 675 00   |
| 18. | 1 do.           | 60 "      | -                  | - | - | - | - | 725 00   |
| 19. | 1 do.           | 60 "      | -                  | - | - | - | - | 800 00   |
| 20. | 1 do.           | 44 "      | -                  | - | - | - | - | 300 00   |
| 21. | 1 do.           | 44 "      | baggage-room,      | - | - | - | - | 675 00   |
| 22. | 1 do.           | 60 "      | -                  | - | - | - | - | 950 00   |
| 23. | 1 do.           | 60 "      | saloon,            | - | - | - | - | 1500 00  |
| 24. | 1 do.           | 60 "      | do.                | - | - | - | - | 1125 00  |
| 25. | 1 do.           | 60 "      | -                  | - | - | - | - | 1075 00  |
| 26. | 1 do.           | 60 "      | saloon,            | - | - | - | - | 1400 00  |
| 27. | 1 do.           | 44 "      | -                  | - | - | - | - | 800 00   |
| 28. | 1 do.           | 72 "      | -                  | - | - | - | - | 1375 00  |
| 29. | 1 do.           | 60 "      | -                  | - | - | - | - | 1200 00  |
| 30. | 1 do.           | 60 "      | -                  | - | - | - | - | 1200 00  |
| 31. | 1 do.           | 60 "      | -                  | - | - | - | - | 1200 00  |
| 32. | 1 do.           | 72 "      | saloon,            | - | - | - | - | 1700 00  |
| 33. | 1 do.           | 56 "      | baggage-room,      | - | - | - | - | 975 00   |
| 34. | 1 do.           | 44 "      | -                  | - | - | - | - | 825 00   |
| 35. | 1 Second Class, | 32 "      | -                  | - | - | - | - | 600 00   |
| 36. | 1 First Class,  | 44 "      | -                  | - | - | - | - | 850 00   |



|     |   |              |           |         |   |   |   |                   |
|-----|---|--------------|-----------|---------|---|---|---|-------------------|
| 37. | 1 | First Class, | 44 seats, | -       | - | - | - | \$850 00          |
| 38. | 1 | do.          | 60 "      | -       | - | - | - | 1125 00           |
| 39. | 1 | do.          | 60 "      | -       | - | - | - | 1125 00           |
| 40. | 1 | do.          | 60 "      | -       | - | - | - | 1100 00           |
| 41. | 1 | do.          | 60 "      | saloon, | - | - | - | 1125 00           |
| 42. | 1 | do.          | 60 "      | do.     | - | - | - | 1800 00           |
| 43. | 1 | do.          | 60 "      | -       | - | - | - | 1350 00           |
| 44. | 1 | do.          | 60 "      | -       | - | - | - | 1300 00           |
| 45. | 1 | do.          | 60 "      | saloon, | - | - | - | 1775 00           |
| 46. | 1 | do.          | 60 "      | -       | - | - | - | 1650 00           |
| 47. | 1 | do.          | 60 "      | saloon, | - | - | - | 1950 00           |
| 48. | 1 | do.          | 60 "      | do.     | - | - | - | 2200 00           |
| 49. | 1 | do.          | 60 "      | do.     | - | - | - | 2200 00           |
| 50. | 1 | do.          | 64 "      | -       | - | - | - | 2250 00           |
| 51. | 1 | do.          | 64 "      | -       | - | - | - | 2250 00           |
| 52. | 1 | do.          | 64 "      | -       | - | - | - | 2700 00           |
| 53. | 1 | do.          | 64 "      | -       | - | - | - | 2700 00           |
|     |   |              |           |         |   |   |   | <hr/> \$64,175 00 |

## BAGGAGE CARS.

|        |   |                         |                        |     |            |                  |
|--------|---|-------------------------|------------------------|-----|------------|------------------|
| No. 1, | 1 | 8-wheel,                | for passenger baggage, | -   | -          | \$375 00         |
| 4,     | 1 | 8 "                     | do.                    | do. | -          | 450 00           |
| 5,     | 1 | 8 "                     | do.                    | do. | -          | 675 00           |
| 8,     | 1 | 4 "                     | do.                    | do. | -          | 40 00            |
| 9,     | 1 | 8 "                     | do.                    | do. | -          | 750 00           |
| 11,    | 1 | 8 "                     | do.                    | do. | -          | 475 00           |
| 12,    | 1 | 8 "                     | do.                    | do. | -          | 550 00           |
| 13,    | 1 | 8 "                     | do.                    | do. | -          | 650 00           |
| 14,    | 1 | 8 "                     | do.                    | do. | and mails, | 700 00           |
| 15,    | 1 | 8 "                     | do.                    | do. | do.        | 725 00           |
| 16,    | 1 | 8 "                     | do.                    | do. | do.        | 700 00           |
| 17,    | 1 | 8 "                     | do.                    | do. | do.        | 925 00           |
| 18,    | 1 | 8 "                     | do.                    | do. | do.        | 1100 00          |
| 19,    | 1 | 8 "                     | do.                    | do. | do.        | 1100 00          |
|        |   | 67 Stoves and Fixtures, | -                      | -   | -          | 600 00           |
|        |   |                         |                        |     |            | <hr/> \$2,815 00 |

## FREIGHT CARS.

|                         |   |   |   |   |   |             |
|-------------------------|---|---|---|---|---|-------------|
| 111 Long Box Cars,      | - | - | - | - | - | \$44,400 00 |
| 10 Short do.            | - | - | - | - | - | 1,620 00    |
| 132 Long Platform Cars, | - | - | - | - | - | 46,464 00   |





## H—No. 1.

## Receipts from Passengers, Rents, Mails, and Interest, Monthly, for the year ending May 31, 1862.

|                       | 1861.<br>June. | July.    | August.  | Sept.    | Oct.     | Nov.     | Dec.     | 1862.<br>Jan. | Feb.     | March.   | April.   | May.     | Total.    |
|-----------------------|----------------|----------|----------|----------|----------|----------|----------|---------------|----------|----------|----------|----------|-----------|
| Boston, -             | 5,882 93       | 7,384 31 | 7,722 23 | 6,896 88 | 7,175 45 | 6,417 86 | 5,193 78 | 4,404 86      | 4,432 97 | 5,001 47 | 6,076 95 | 6,195 12 | 79,784 81 |
| Somerville, -         | 40 95          | 72 85    | 42 70    | -        | 10 65    | 48 60    | 40 10    | 23 85         | 32 30    | 41 60    | 53 55    | 51 70    | 458 85    |
| Medford, -            | 67 50          | 88 60    | 73 90    | 61 90    | 56 40    | 58 20    | 65 20    | 56 00         | 58 80    | 63 60    | 62 50    | 59 90    | 772 50    |
| Malden, -             | 136 43         | 211 66   | 218 96   | 185 20   | 217 45   | 181 28   | 156 64   | 154 65        | 162 97   | 181 32   | 151 51   | 173 98   | 2,135 14  |
| Weymouth, -           | 74 72          | 93 37    | 95 11    | 89 01    | 80 31    | 102 26   | 60 07    | 59 26         | 73 18    | 61 54    | 66 24    | 97 76    | 952 86    |
| Melrose, -            | 128 93         | 156 85   | 157 36   | 144 40   | 144 67   | 152 28   | 123 53   | 94 15         | 101 45   | 111 75   | 116 18   | 121 32   | 1,552 87  |
| Stoneham, -           | 73 95          | 92 90    | 80 20    | 63 00    | 68 75    | 67 10    | 57 35    | 46 70         | 44 30    | 48 55    | 66 60    | 85 70    | 795 10    |
| South Reading, -      | 235 40         | 272 15   | 303 15   | 256 50   | 247 45   | 245 75   | 207 65   | 161 30        | 195 05   | 226 85   | 255 65   | 292 47   | 2,829 37  |
| Reading, -            | 297 68         | 376 95   | 380 31   | 310 03   | 282 35   | 345 00   | 250 68   | 191 70        | 199 69   | 220 33   | 325 23   | 345 73   | 3,595 08  |
| Wilmington, -         | 63 03          | 70 60    | 60 56    | 51 10    | 63 21    | 69 03    | 60 50    | 51 53         | 43 08    | 67 93    | 60 80    | 61 20    | 722 57    |
| Ballardvale, -        | 156 95         | 214 85   | 173 40   | 159 75   | 146 65   | 141 00   | 126 80   | 100 80        | 133 35   | 140 65   | 176 15   | 132 40   | 1,802 75  |
| Andover, -            | 609 45         | 833 20   | 1,100 22 | 655 10   | 598 15   | 684 25   | 553 50   | 456 80        | 456 70   | 589 30   | 535 13   | 568 70   | 7,640 50  |
| South Lawrence, -     | 792 73         | 839 21   | 1,101 75 | 816 96   | 930 63   | 848 89   | 752 60   | 516 68        | 379 20   | 526 20   | 681 65   | 647 03   | 8,836 53  |
| North Lawrence, -     | 1,088 50       | 1,795 80 | 1,318 60 | 1,192 62 | 1,067 45 | 1,035 15 | 832 12   | 698 22        | 680 14   | 882 35   | 1,074 55 | 1,030 70 | 12,736 20 |
| North Andover, -      | 255 18         | 281 73   | 330 81   | 259 78   | 298 75   | 255 88   | 239 83   | 202 23        | 182 07   | 195 43   | 251 71   | 216 43   | 2,969 83  |
| Bradford, -           | 113 08         | 155 95   | 165 83   | 139 28   | 142 95   | 145 68   | 101 85   | 72 15         | 75 15    | 86 38    | 114 83   | 104 20   | 1,417 33  |
| Haverhill, -          | 1,037 70       | 1,205 73 | 1,521 50 | 1,251 28 | 1,233 27 | 1,198 07 | 1,015 00 | 908 16        | 861 19   | 1,138 04 | 1,312 35 | 1,218 33 | 13,900 66 |
| Atkinson, -           | 68 18          | 96 03    | 192 68   | 148 75   | 133 45   | 81 60    | 66 75    | 51 50         | 49 65    | 63 13    | 113 68   | 70 60    | 1,139 00  |
| Plaistow, -           | 55 45          | 57 20    | 111 50   | 85 89    | 86 98    | 69 03    | 79 93    | 44 35         | 35 43    | 31 90    | 65 25    | 62 98    | 785 89    |
| Newton, -             | 59 08          | 96 28    | 120 23   | 82 65    | 87 40    | 78 08    | 62 66    | 57 83         | 41 87    | 59 94    | 81 05    | 70 56    | 897 63    |
| East Kingston, -      | 145 30         | 146 67   | 287 75   | 186 65   | 197 75   | 166 27   | 171 27   | 102 40        | 89 95    | 127 60   | 129 96   | 139 55   | 1,801 12  |
| Exeter, -             | 613 65         | 665 98   | 821 70   | 636 83   | 656 92   | 617 68   | 566 40   | 456 70        | 343 30   | 581 87   | 597 89   | 533 99   | 7,142 91  |
| South Newmarket, -    | 94 02          | 91 95    | 123 04   | 135 25   | 112 82   | 112 80   | 96 67    | 78 77         | 73 43    | 81 63    | 93 02    | 93 99    | 1,173 29  |
| P. and C. Junction, - | 328 80         | 320 35   | 513 80   | 382 35   | 313 90   | 268 30   | 230 30   | 115 85        | 108 55   | 126 85   | 159 55   | 145 35   | 3,013 95  |
| Newmarket, -          | 237 40         | 344 87   | 405 29   | 359 74   | 309 12   | 283 05   | 254 20   | 235 96        | 216 70   | 271 14   | 289 45   | 258 30   | 3,465 22  |

|                         |           |           |           |           |           |           |           |           |           |           |           |           |            |
|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Durham, -               | 78 38     | 122 80    | 177 91    | 113 16    | 109 05    | 131 40    | 127 06    | 67 94     | 62 05     | 84 99     | 125 58    | 87 35     | 1,287 67   |
| Dover, -                | 805 58    | 876 14    | 1,370 80  | 1,175 55  | 959 93    | 788 65    | 745 45    | 615 62    | 612 90    | 692 20    | 744 55    | 806 98    | 10,194 35  |
| Great Falls, -          | 509 95    | 480 40    | 620 50    | 575 09    | 449 20    | 415 97    | 423 25    | 296 35    | 274 35    | 355 65    | 473 70    | 459 75    | 5,334 16   |
| Rollinsford, -          | 63 50     | 93 20     | 103 28    | 90 65     | 63 35     | 55 50     | 35 60     | 35 55     | 32 85     | 64 65     | 65 95     | 70 35     | 774 43     |
| Salmon Falls, -         | 139 00    | 197 20    | 267 15    | 247 40    | 193 95    | 190 05    | 217 20    | 127 55    | 103 35    | 136 15    | 175 00    | 194 17    | 2,188 17   |
| S. B. Junction, -       | 7 30      | 5 15      | 12 10     | 12 40     | 13 20     | 13 55     | 3 50      | 5 20      | 5 60      | 8 60      | 7 20      | 7 50      | 101 30     |
| Lynnfield, -            | 28 95     | 33 25     | 36 85     | 31 75     | 28 50     | 36 95     | 27 25     | 29 90     | 26 55     | 33 10     | 35 90     | 35 10     | 384 05     |
| Collins St. -           | 27 45     | 36 75     | 32 85     | 38 50     | 59 70     | 31 25     | 28 90     | 20 70     | 27 20     | 26 25     | 40 25     | 26 35     | 396 15     |
| N. Danvers, -           | 169 97    | 170 00    | 203 39    | 164 69    | 172 40    | 183 74    | 147 85    | 151 15    | 144 85    | 171 55    | 209 35    | 156 55    | 2,045 49   |
| W Topsfield, -          | 74 75     | 92 95     | 97 05     | 114 45    | 82 35     | 100 40    | 62 65     | 65 75     | 65 00     | 86 15     | 84 55     | 85 35     | 1,011 40   |
| Boxford, -              | 29 60     | 49 70     | 40 80     | 32 90     | 23 20     | 29 45     | 24 70     | 21 00     | 15 55     | 23 98     | 26 10     | 20 90     | 337 88     |
| Georgetown, -           | 106 60    | 97 55     | 141 40    | 108 20    | 112 45    | 123 20    | 96 50     | 94 00     | 81 80     | 94 90     | 130 20    | 108 55    | 1,285 35   |
| Groveland, -            | 109 30    | 162 35    | 201 45    | 146 35    | 117 71    | 126 30    | 112 91    | 102 38    | 98 60     | 118 33    | 164 38    | 132 78    | 1,592 84   |
| Haverhill Bridge, -     | 162 10    | 193 05    | 242 03    | 217 80    | 191 80    | 236 15    | 192 98    | 176 75    | 183 33    | 186 30    | 197 75    | 189 63    | 2,369 67   |
| Byfield, -              | 51 65     | 50 80     | 100 55    | 77 90     | 68 70     | 73 30     | 42 97     | 42 05     | 24 25     | 48 00     | 61 42     | 55 65     | 697 24     |
| Newburyport, -          | 541 03    | 559 47    | 901 06    | 753 77    | 614 52    | 624 53    | 423 87    | 373 15    | 367 55    | 429 38    | 557 03    | 658 72    | 6,804 08   |
| Total Local, -          | 15,562.10 | 19,186.80 | 21,974.75 | 18,511.55 | 17,922.92 | 16,836.48 | 14,098.02 | 11,567.44 | 11,195.67 | 13,549.81 | 15,991.95 | 15,828.70 | 192,226 19 |
| Commutation, -          | 19,378.90 | 4,054.59  | 4,161.33  | 16,950.96 | 3,844.23  | 3,874.13  | 17,090.41 | 4,127.10  | 2,992.81  | 16,340.14 | 4,257.92  | 4,179.18  | 101,251 70 |
| Conductors, -           | 4,046.05  | 5,160.60  | 4,958.15  | 4,550.40  | 4,148.75  | 4,184.85  | 4,239.70  | 3,528.40  | 3,217.70  | 3,757.40  | 4,098.20  | 4,211.85  | 50,102 05  |
| Connecting Roads, -     | 7,820.68  | 9,746.84  | 12,343.00 | 10,437.58 | 9,369.10  | 8,040.81  | 7,575.04  | 13,485.44 | 6,109.16  | 7,473.29  | 8,187.84  | 7,890.08  | 108,478 86 |
| Total Passengers,       | 46,807.73 | 38,148.83 | 43,437.23 | 50,450.49 | 35,285.00 | 32,936.27 | 43,003.17 | 32,708.38 | 23,515.34 | 41,120.64 | 32,535.91 | 32,109.81 | 452,058 80 |
| Rents, -                | 973.33    | 1,026.28  | 1,033.33  | 1,008.33  | 1,033.33  | 1,209.90  | 1,028.33  | 993.33    | 1,033.33  | 1,028.83  | 1,033.33  | 930.12    | 12,331 77  |
| Mails, -                | 829.84    | 799.17    | 856.67    | 1,022.90  | 859.59    | 939.57    | 783.83    | 882.16    | 934.58    | 834.57    | 945.60    | 934.58    | 10,623 06  |
| Interest, (av. per mo.) | 246.33    | 246.33    | 246.32    | 246.32    | 246.32    | 246.32    | 246.32    | 246.32    | 246.32    | 246.32    | 246.32    | 246.32    | 2,955 86   |
| Total, -                | 48,557.23 | 40,220.61 | 45,573.55 | 52,728.04 | 37,424.21 | 35,332.06 | 45,061.65 | 34,830.19 | 25,729.57 | 43,230.36 | 34,761.16 | 34,220.83 | 477,969 49 |



## H—No. 2.

*Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1862.*

| Months.        | Portsmouth<br>and Concord. | S. & Lowell via<br>W. Junction. | S. & Lowell via<br>Danvers R. R. | Concord, Man-<br>chester & Law. | Trustees of<br>C. & C. R. R. | Manchester and<br>N. Weare. | Contoosook<br>Valley. | Boston, Concord<br>and Montreal. | Northern<br>R. R. |
|----------------|----------------------------|---------------------------------|----------------------------------|---------------------------------|------------------------------|-----------------------------|-----------------------|----------------------------------|-------------------|
| June, 1861,    | -                          | 234 35                          | 156 01                           | 941 86                          | 36 58                        | 36 96                       | 37 52                 | 221 36                           | 60 00             |
| July,          | -                          | 287 74                          | 151 74                           | 1,133 54                        | 41 36                        | 48 76                       | 39 44                 | 358 35                           | 86 25             |
| August,        | -                          | 381 49                          | 175 88                           | 1,148 03                        | 71 50                        | 63 80                       | 71 43                 | 552 75                           | 87 25             |
| September,     | -                          | 248 27                          | 202 24                           | 1,006 61                        | 56 63                        | 29 92                       | 30 00                 | 422 59                           | 91 75             |
| October,       | -                          | 228 78                          | 156 93                           | 926 53                          | 49 72                        | 24 20                       | 28 94                 | 257 57                           | 72 25             |
| November,      | -                          | 237 17                          | 164 78                           | 749 66                          | 50 72                        | 42 02                       | 40 19                 | 226 10                           | 70 50             |
| December,      | -                          | 182 85                          | 163 54                           | 737 24                          | 47 84                        | 28 50                       | 36 56                 | 176 00                           | 72 00             |
| January, 1862, | 79 30                      | 159 80                          | 283 13                           | 675 26                          | 31 25                        | 18 00                       | 21 78                 | 146 44                           | 36 00             |
| February,      | 71 14                      | 142 69                          | 170 98                           | 654 72                          | 25 20                        | 18 81                       | 23 81                 | 122 71                           | 29 00             |
| March,         | 116 38                     | 159 82                          | 168 01                           | 751 74                          | 23 00                        | 21 84                       | 34 56                 | 176 60                           | 32 50             |
| April,         | 132 92                     | 240 63                          | 147 35                           | 827 75                          | 45 31                        | 27 12                       | 31 50                 | 202 23                           | 62 00             |
| May,           | 120 65                     | 253 87                          | 151 34                           | 843 59                          | 46 06                        | 20 75                       | 32 31                 | 259 13                           | 75 00             |
| Total, -       | -                          | 2,757 51                        | 2,091 93                         | 10,396 53                       | 525 17                       | 380 68                      | 428 04                | 3,121 83                         | 774 50            |

| Months.        | Pasumpsic<br>R. R. | Vermont<br>Central. | Cochecho<br>R. R. | Great Falls<br>and Conway. | P., S. and P.<br>(Way Tickets.) | P., S. and P.<br>(Through.) | Stoncham Street. | Total.     |
|----------------|--------------------|---------------------|-------------------|----------------------------|---------------------------------|-----------------------------|------------------|------------|
| June, 1861,    | 40 92              | 48 78               | 362 72            | 194 55                     | 626 30                          | 4,567 92                    | 254 85           | 7,820 68   |
| July,          | 62 48              | 56 35               | 975 93            | 238 36                     | 807 45                          | 5,135 09                    | 324 00           | 9,746 84   |
| August,        | 62 70              | 56 25               | 1,527 33          | 326 89                     | 975 00                          | 6,581 15                    | 251 55           | 12,343 00  |
| September,     | 69 08              | 57 39               | 817 15            | 279 95                     | 678 80                          | 6,198 35                    | 248 85           | 10,437 58  |
| October,       | 50 60              | 51 94               | 479 90            | 201 16                     | 630 51                          | 5,939 62                    | 270 45           | 9,369 10   |
| November,      | 48 40              | 64 00               | 339 21            | 221 31                     | 643 95                          | 4,834 55                    | 308 25           | 8,040 81   |
| December,      | 38 00              | 37 88               | 286 50            | 199 26                     | 530 70                          | 4,764 67                    | 283 50           | 7,575 04   |
| January, 1862, | 41 50              | 29 25               | 211 02            | 111 04                     | 448 05                          | 10,958 57                   | 235 05           | 13,485 44  |
| February,      | 27 50              | 21 50               | 207 34            | 104 73                     | 365 35                          | 3,900 18                    | 223 50           | 6,109 16   |
| March,         | 40 00              | 34 00               | 263 96            | 193 61                     | 475 95                          | 4,720 32                    | 261 00           | 7,473 29   |
| April,         | 65 75              | 42 72               | 328 30            | 146 96                     | 543 20                          | 4,969 90                    | 354 15           | 8,187 84   |
| May,           | 64 75              | 49 00               | 368 82            | 138 76                     | 513 06                          | 4,545 59                    | 407 40           | 7,890 08   |
| Total, -       | 611 68             | 549 06              | 6,168 18          | 2,356 58                   | 7,238 32                        | 67,115 91                   | 3,422 55         | 108,478 86 |



|     |           |     |           |
|-----|-----------|-----|-----------|
| 1   | 1880-1881 | 1   | 1880-1881 |
| 2   | 1881-1882 | 2   | 1881-1882 |
| 3   | 1882-1883 | 3   | 1882-1883 |
| 4   | 1883-1884 | 4   | 1883-1884 |
| 5   | 1884-1885 | 5   | 1884-1885 |
| 6   | 1885-1886 | 6   | 1885-1886 |
| 7   | 1886-1887 | 7   | 1886-1887 |
| 8   | 1887-1888 | 8   | 1887-1888 |
| 9   | 1888-1889 | 9   | 1888-1889 |
| 10  | 1889-1890 | 10  | 1889-1890 |
| 11  | 1890-1891 | 11  | 1890-1891 |
| 12  | 1891-1892 | 12  | 1891-1892 |
| 13  | 1892-1893 | 13  | 1892-1893 |
| 14  | 1893-1894 | 14  | 1893-1894 |
| 15  | 1894-1895 | 15  | 1894-1895 |
| 16  | 1895-1896 | 16  | 1895-1896 |
| 17  | 1896-1897 | 17  | 1896-1897 |
| 18  | 1897-1898 | 18  | 1897-1898 |
| 19  | 1898-1899 | 19  | 1898-1899 |
| 20  | 1899-1900 | 20  | 1899-1900 |
| 21  | 1900-1901 | 21  | 1900-1901 |
| 22  | 1901-1902 | 22  | 1901-1902 |
| 23  | 1902-1903 | 23  | 1902-1903 |
| 24  | 1903-1904 | 24  | 1903-1904 |
| 25  | 1904-1905 | 25  | 1904-1905 |
| 26  | 1905-1906 | 26  | 1905-1906 |
| 27  | 1906-1907 | 27  | 1906-1907 |
| 28  | 1907-1908 | 28  | 1907-1908 |
| 29  | 1908-1909 | 29  | 1908-1909 |
| 30  | 1909-1910 | 30  | 1909-1910 |
| 31  | 1910-1911 | 31  | 1910-1911 |
| 32  | 1911-1912 | 32  | 1911-1912 |
| 33  | 1912-1913 | 33  | 1912-1913 |
| 34  | 1913-1914 | 34  | 1913-1914 |
| 35  | 1914-1915 | 35  | 1914-1915 |
| 36  | 1915-1916 | 36  | 1915-1916 |
| 37  | 1916-1917 | 37  | 1916-1917 |
| 38  | 1917-1918 | 38  | 1917-1918 |
| 39  | 1918-1919 | 39  | 1918-1919 |
| 40  | 1919-1920 | 40  | 1919-1920 |
| 41  | 1920-1921 | 41  | 1920-1921 |
| 42  | 1921-1922 | 42  | 1921-1922 |
| 43  | 1922-1923 | 43  | 1922-1923 |
| 44  | 1923-1924 | 44  | 1923-1924 |
| 45  | 1924-1925 | 45  | 1924-1925 |
| 46  | 1925-1926 | 46  | 1925-1926 |
| 47  | 1926-1927 | 47  | 1926-1927 |
| 48  | 1927-1928 | 48  | 1927-1928 |
| 49  | 1928-1929 | 49  | 1928-1929 |
| 50  | 1929-1930 | 50  | 1929-1930 |
| 51  | 1930-1931 | 51  | 1930-1931 |
| 52  | 1931-1932 | 52  | 1931-1932 |
| 53  | 1932-1933 | 53  | 1932-1933 |
| 54  | 1933-1934 | 54  | 1933-1934 |
| 55  | 1934-1935 | 55  | 1934-1935 |
| 56  | 1935-1936 | 56  | 1935-1936 |
| 57  | 1936-1937 | 57  | 1936-1937 |
| 58  | 1937-1938 | 58  | 1937-1938 |
| 59  | 1938-1939 | 59  | 1938-1939 |
| 60  | 1939-1940 | 60  | 1939-1940 |
| 61  | 1940-1941 | 61  | 1940-1941 |
| 62  | 1941-1942 | 62  | 1941-1942 |
| 63  | 1942-1943 | 63  | 1942-1943 |
| 64  | 1943-1944 | 64  | 1943-1944 |
| 65  | 1944-1945 | 65  | 1944-1945 |
| 66  | 1945-1946 | 66  | 1945-1946 |
| 67  | 1946-1947 | 67  | 1946-1947 |
| 68  | 1947-1948 | 68  | 1947-1948 |
| 69  | 1948-1949 | 69  | 1948-1949 |
| 70  | 1949-1950 | 70  | 1949-1950 |
| 71  | 1950-1951 | 71  | 1950-1951 |
| 72  | 1951-1952 | 72  | 1951-1952 |
| 73  | 1952-1953 | 73  | 1952-1953 |
| 74  | 1953-1954 | 74  | 1953-1954 |
| 75  | 1954-1955 | 75  | 1954-1955 |
| 76  | 1955-1956 | 76  | 1955-1956 |
| 77  | 1956-1957 | 77  | 1956-1957 |
| 78  | 1957-1958 | 78  | 1957-1958 |
| 79  | 1958-1959 | 79  | 1958-1959 |
| 80  | 1959-1960 | 80  | 1959-1960 |
| 81  | 1960-1961 | 81  | 1960-1961 |
| 82  | 1961-1962 | 82  | 1961-1962 |
| 83  | 1962-1963 | 83  | 1962-1963 |
| 84  | 1963-1964 | 84  | 1963-1964 |
| 85  | 1964-1965 | 85  | 1964-1965 |
| 86  | 1965-1966 | 86  | 1965-1966 |
| 87  | 1966-1967 | 87  | 1966-1967 |
| 88  | 1967-1968 | 88  | 1967-1968 |
| 89  | 1968-1969 | 89  | 1968-1969 |
| 90  | 1969-1970 | 90  | 1969-1970 |
| 91  | 1970-1971 | 91  | 1970-1971 |
| 92  | 1971-1972 | 92  | 1971-1972 |
| 93  | 1972-1973 | 93  | 1972-1973 |
| 94  | 1973-1974 | 94  | 1973-1974 |
| 95  | 1974-1975 | 95  | 1974-1975 |
| 96  | 1975-1976 | 96  | 1975-1976 |
| 97  | 1976-1977 | 97  | 1976-1977 |
| 98  | 1977-1978 | 98  | 1977-1978 |
| 99  | 1978-1979 | 99  | 1978-1979 |
| 100 | 1979-1980 | 100 | 1979-1980 |

## H—No. 3.

## Receipts from Freight Monthly, for the year ending May 31, 1862.

|                       | 1861.<br>June. | July.   | August. | Sept.   | Oct.    | Nov.    | Dec.    | 1862.<br>Jan. | Feb.    | March.  | April.  | May.    | Total.    |
|-----------------------|----------------|---------|---------|---------|---------|---------|---------|---------------|---------|---------|---------|---------|-----------|
| Boston, -             | 6400 00        | 5341 28 | 7278 87 | 5474 74 | 6301 36 | 5754 37 | 5942 86 | 4219 46       | 4280 42 | 4750 77 | 5697 68 | 7896 85 | 69,338 06 |
| Malden, -             | 22 18          | 8 07    | 8 09    | 1 86    | 15 98   | 17 36   | 63 75   | 30 34         | 23 75   | 19 44   | 39 37   | 49 13   | 239 32    |
| Melrose, -            | 9 12           | 499 30  | 212 95  | 10 02   | 13 33   | 150 35  | 115 60  | 5 58          | 12 72   | 5 51    | 19 47   | 243 61  | 1,297 61  |
| South Reading, -      | 192 70         | 46 03   | 100 38  | 159 19  | 92 26   | 201 54  | 200 88  | 184 70        | 20 59   | 118 72  | 54 50   | 288 25  | 1,659 15  |
| Reading, -            | 33 59          | 56 21   | 22 65   | 252 08  | 86 34   | 63 05   | 56 70   | 33 57         | 24 96   | 40 48   | 80 54   | 67 39   | 817 56    |
| Wilmington, -         | 90 62          | 80 13   | 19 42   | 2 31    | 20 02   | 29 03   | 4 34    | 6 29          | 4 00    | 1 50    | 5 29    | 15 06   | 278 07    |
| Ballardvale, -        | 447 58         | 506 00  | 223 81  | 275 00  | 520 28  | 272 45  | 83 18   | 283 74        | 243 59  | 225 21  | 364 84  | 218 22  | 3,774 50  |
| Andover, -            | 366 00         | 738 56  | 630 28  | 715 72  | 288 62  | 292 70  | 249 21  | 202 28        | 163 13  | 184 72  | 329 59  | 455 55  | 4,596 42  |
| North Lawrence, -     | 3221 09        | 2612 32 | 3208 60 | 3364 86 | 3010 43 | 1524 00 | 2068 04 | 1630 71       | 1749 47 | 1487 42 | 1743 79 | 2518 82 | 28,589 55 |
| North Andover, -      | 80 74          | 95 03   | 117 28  | 165 52  | 385 64  | 547 03  | 307 55  | 92 53         | 152 96  | 129 25  | 369 36  | 198 84  | 2,641 43  |
| Bradford, -           | 38 41          | 38 40   | 30 21   | 51 41   | 35 54   | 46 23   | 33 12   | 22 97         | 23 21   | 26 11   | 92 25   | 31 03   | 468 89    |
| Haverhill, -          | 1298 04        | 976 06  | 1367 00 | 1428 17 | 1403 35 | 1322 12 | 1299 33 | 1155 04       | 1524 18 | 1737 25 | 1746 30 | 1897 55 | 17,160 39 |
| Plaistow, -           | 148 82         | 163 25  | 90 28   | 102 20  | 138 39  | 18 68   | 90 40   | 100 13        | 61 08   | 121 23  | 125 97  | 131 56  | 1,372 75  |
| Newton, -             | 134 14         | 81 99   | 72 17   | 88 24   | 89 46   | 59 32   | 145 79  | 101 01        | 100 73  | 87 05   | 125 45  | 117 74  | 1,203 09  |
| East Kingston, -      | 188 41         | 269 79  | 164 52  | 198 17  | 115 17  | 105 36  | 123 38  | 109 38        | 81 69   | 110 11  | 180 16  | 63 94   | 1,710 08  |
| Exeter, -             | 429 56         | 358 71  | 438 01  | 424 35  | 501 67  | 483 49  | 550 13  | 286 18        | 361 53  | 358 39  | 412 78  | 500 25  | 5,105 05  |
| South Newmarket, -    | 88 02          | 74 27   | 102 11  | 114 16  | 133 14  | 79 37   | 60 63   | 70 14         | 97 24   | 133 21  | 196 51  | 203 61  | 1,352 41  |
| P. and C. Junction, - | 43 12          | 36 71   | 66 10   | 53 07   | 61 80   | 40 48   | 29 83   | 73 64         | 34 91   | 51 99   | 63 02   | 99 29   | 653 96    |
| Newmarket, -          | 226 72         | 199 27  | 135 22  | 318 79  | 217 92  | 271 58  | 323 70  | 250 18        | 325 77  | 344 87  | 336 08  | 219 37  | 3,169 47  |
| Durham, -             | 26 86          | 15 53   | 30 70   | 41 78   | 32 62   | 32 14   | 20 53   | 30 58         | 24 26   | 28 40   | 60 47   | 63 25   | 407 12    |
| Dover, -              | 388 59         | 450 39  | 517 23  | 650 04  | 782 73  | 642 87  | 702 46  | 799 52        | 892 07  | 1214 89 | 1055 19 | 989 73  | 9,085 71  |
| Salmon Falls, -       | 208 54         | 175 01  | 174 96  | 189 94  | 313 91  | 189 94  | 313 91  | 242 23        | 114 44  | 240 32  | 170 13  | 264 40  | 2,888 95  |
| Great Falls, -        | 617 79         | 505 24  | 627 12  | 578 78  | 577 84  | 561 79  | 552 12  | 669 19        | 478 24  | 566 46  | 482 22  | 623 10  | 6,839 89  |
| S. Berwick June. -    | 209 04         | 182 88  | 365 03  | 209 63  | 573 44  | 473 10  | 381 54  | 175 84        | 129 47  | 211 70  | 187 75  | 187 75  | 3,328 52  |
| Lynnfield, -          | 15 98          | 9 74    | 10 10   | 25 36   | 4 16    | 16 20   | 3 43    | 9 40          | 3 23    | 15 62   | 13 97   | 8 54    | 135 73    |

|                     |           |           |           |           |           |           |           |           |           |           |           |           |            |
|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| W. Danvers, -       | 8 94      | 25 54     | 21 19     | 21 02     | 204 47    | 15 30     | 15 26     | 10 60     | 17 23     | 19 49     | 13 87     | 23 43     | 396 34     |
| Danvers, -          | 30 01     | 34 99     | 41 18     | 63 14     | 42 53     | 34 25     | 18 26     | 12 37     | 17 55     | 38 15     | 25 69     | 39 50     | 397 62     |
| Topsfield, -        | 70 84     | 41 15     | 34 17     | 54 25     | 59 40     | 62 24     | 48 12     | 32 60     | 31 45     | 72 87     | 54 85     | 68 28     | 630 22     |
| Boxford, -          | 15 91     | 17 57     | 10 50     | 13 65     | 14 94     | 12 60     | 5 50      | 24 35     | 4 62      | 7 15      | 16 45     | 9 64      | 152 88     |
| Georgetown, -       | 116 92    | 168 85    | 200 24    | 250 09    | 289 92    | 197 98    | 107 50    | 86 05     | 61 67     | 236 80    | 267 77    | 228 96    | 2,215 75   |
| Groveland, -        | 108 10    | 55 69     | 88 34     | 163 06    | 131 80    | 99 22     | 172 28    | 178 18    | 147 11    | 108 33    | 119 84    | 148 31    | 1,520 26   |
| Haverhill Bridge, - | 48 04     | 37 03     | 51 77     | 42 26     | 58 90     | 45 11     | 31 36     | 30 81     | 35 41     | 37 43     | 40 99     | 42 49     | 501 60     |
| Byfield, -          | 32 84     | 46 24     | 18 00     | 31 32     | 19 87     | 28 10     | 46 83     | 57 04     | 16 76     | 61 20     | 52 42     | 66 68     | 477 30     |
| Newburyport, -      | 720 73    | 743 57    | 506 70    | 641 70    | 829 46    | 683 09    | 782 34    | 646 70    | 490 29    | 547 74    | 937 95    | 772 58    | 8,307 85   |
| Total Local, -      | 16,017.99 | 14,690.80 | 17,045.18 | 16,331.25 | 17,289.24 | 14,817.44 | 15,069.16 | 11,853.34 | 11,752.73 | 13,340.57 | 15,533.86 | 18,752.54 | 182,484 10 |
| Connecting Roads, - | 4,665.01  | 3,517.75  | 5,037.72  | 3,696.63  | 5,007.43  | 4,470.40  | 5,155.09  | 6,535.44  | 5,029.51  | 5,341.29  | 5,130.43  | 5,631.75  | 59,208 45  |
|                     | 20,683.00 | 18,208.55 | 22,082.90 | 20,027.88 | 22,296.67 | 19,287.84 | 20,224.25 | 18,388.78 | 16,782.24 | 18,681.86 | 20,654.29 | 24,374.29 | 241,692 55 |



## H—No. 4.

*Receipts from Connecting Railroad Freight, for the year ending May 31, 1862.*

| Months.        | S. & Lowell R. R. | Conc. Man. and Law. | Trustees of C. & C. | Man. & N. Ware. | Cumtosee Valley. | B. Conc. and Mont. | Northern R. R. | Passump. R. R. | Vermont Central. | Portsm'th and Conc. | Cochecho R. R. | Port, Saco and Ports | Total.    |
|----------------|-------------------|---------------------|---------------------|-----------------|------------------|--------------------|----------------|----------------|------------------|---------------------|----------------|----------------------|-----------|
| June, 1861,    | 29 78             | 2261 23             | 114 79              | 123 41          | 71 45            | 460 70             | 71 75          | 133 87         | 450 35           | 116 34              | 510 56         | 320 78               | 4665 01   |
| July,          | 20 66             | 1628 97             | 101 52              | 97 89           | 77 35            | 553 08             | -              | 25 30          | 146 84           | 95 67               | 545 47         | 225 00               | 3517 75   |
| August,        | 33 63             | 2865 41             | 158 04              | 92 00           | 72 61            | 463 88             | 57 42          | 126 84         | 199 06           | 179 48              | 591 24         | 198 11               | 5037 72   |
| September,     | 22 00             | 1675 74             | 293 84              | 67 80           | 77 78            | 526 20             | 6 30           | 27 08          | 150 30           | 221 58              | 350 50         | 277 51               | 3696 63   |
| October,       | 36 19             | 2527 02             | 158 90              | 87 29           | 69 55            | 907 23             | 18 00          | 37 96          | 428 99           | 224 98              | 409 33         | 101 99               | 5007 43   |
| November,      | 20 40             | 1775 31             | 124 98              | 101 14          | 95 91            | 861 56             | -              | 96 28          | 410 08           | 155 24              | 569 50         | 260 00               | 4470 40   |
| December,      | 16 78             | 2064 51             | 216 42              | 100 60          | 97 53            | 711 33             | 17 44          | 279 80         | 476 04           | 242 09              | 448 10         | 484 45               | 5155 09   |
| January, 1862, | 22 33             | 2028 29             | 149 60              | 94 26           | 63 70            | 877 16             | 9 00           | 378 05         | 400 18           | 149 16              | 381 20         | 1982 51              | 6535 44   |
| February,      | 37 15             | 1851 30             | 152 78              | 68 66           | 81 59            | 689 47             | 56 01          | 468 19         | 416 69           | 105 25              | 337 44         | 764 98               | 5029 51   |
| March,         | 57 82             | 1957 34             | 221 56              | 66 56           | 112 98           | 960 96             | 23 16          | 332 25         | 420 12           | 242 83              | 507 65         | 438 08               | 5341 29   |
| April,         | 122 11            | 2225 89             | 259 33              | 79 58           | 109 24           | 933 23             | 53 04          | 38 72          | 305 26           | 226 36              | 494 36         | 283 31               | 5130 43   |
| May,           | 40 46             | 2146 18             | 290 13              | 122 26          | 129 80           | 1250 45            | 111 81         | 95 22          | 364 11           | 249 25              | 678 34         | 143 74               | 5631 75   |
| Total,         | 459 31            | 25,007 17           | 2241 89             | 1101 45         | 1059 49          | 9195 25            | 423 93         | 2039 56        | 4168 02          | 2208 23             | 5823 69        | 5480 46              | 59,208 45 |



## RECAPITULATION OF TABLE II.

|   |              |
|---|--------------|
| Local Passengers, as per H, No. 1, - - - -  | \$192,226 19 |
| Commutation Tickets, as per H, No. 1, - - - -   | 101,251 70   |
| Conductors, as per H, No. 1, - - - -  | 50,102 05    |
| Connecting Roads, as per H, No. 2, - - - -  | 108,478 86   |
|   | <hr/>        |
|   | 452,058 80   |
| Add Methuen Branch Rent, Passenger proportion, - -  | 1,975 00     |
| Add Receipts from division of Passenger business with Lowell line, and miscellaneous, - - - - | 3,449 36     |
|   | <hr/>        |
| Total Passenger Earnings, - - - -   | 457,483 16   |
|   |              |
| Local Freight, as per H, No. 3, - - - -   | 182,484 10   |
| Connecting Roads, as per H, No. 4, - - - -  | 59,208 45    |
|   | <hr/>        |
|   | 241,692 55   |
| Add Methuen Branch Rent, Freight proportion, - -  | 5,725 00     |
| Add Receipts from division of Freight business with Lowell line, and miscellaneous, - -       | 1,616 24     |
|   | <hr/>        |
| Total Freight Earnings, - - - -   | 249,033 79   |
|   |              |
| Rents, as per H, No. 1, - - - -   | 12,331 77    |
| Mails, as per H, No. 1, - - - -   | 10,623 06    |
| Interest, as per H, No. 1, - - - -  | 2,955 86     |
|   | <hr/>        |
| Total Earnings for the year, - - - -  | \$732,427 64 |

## I.

*Statement of Pay Rolls, May, 1862.*

| Names.                       |   |   |   | Per Month. |   | Per Year. |
|------------------------------|---|---|---|------------|---|-----------|
| <b>PASSENGER CONDUCTORS.</b> |   |   |   |            |   |           |
| J. W. Aborn,                 | - | - | - | \$54 00    | - | \$648 00  |
| Nathan Carter,               | - | - | - | 45 00      | - | 540 00    |
| C. S. Dinsmore,              | - | - | - | 45 00      | - | 540 00    |
| O. Hamilton,                 | - | - | - | 54 00      | - | 648 00    |
| Daniel Nason,                | - | - | - | 54 00      | - | 648 00    |
| W. T. Plaisted,              | - | - | - | 54 00      | - | 648 00    |
| J. L. Smith,                 | - | - | - | 54 00      | - | 648 00    |
| Hollis Smart,                | - | - | - | 54 00      | - | 648 00    |
| Moses Swasey,                | - | - | - | 45 00      | - | 540 00    |
| Ansell Tucker,               | - | - | - | 54 00      | - | 648 00    |
| M. E. Wood,                  | - | - | - | 54 00      | - | 648 00    |
| <b>FREIGHT CONDUCTORS.</b>   |   |   |   |            |   |           |
| J. C. Boyden,                | - | - | - | 45 00      | - | 540 00    |
| A. Davis,                    | - | - | - | 36 00      | - | 432 00    |
| H. Gilman,                   | - | - | - | 45 00      | - | 540 00    |
| G. Miller,                   | - | - | - | 45 00      | - | 540 00    |
| T. Twombly,                  | - | - | - | 45 00      | - | 540 00    |
| <b>ENGINEMEN.</b>            |   |   |   |            |   |           |
| M. D. L. Dinsmore,           | - | - | - | 54 00      | - | 648 00    |
| W. H. Emery,                 | - | - | - | 58 50      | - | 702 00    |
| G. G. Folsom,                | - | - | - | 58 50      | - | 702 00    |
| W. P. Furnald,               | - | - | - | 58 50      | - | 702 00    |
| S. S. Garland,               | - | - | - | 58 50      | - | 702 00    |
| E. W. Matthews,              | - | - | - | 54 00      | - | 648 00    |
| John A. Owen,                | - | - | - | 58 50      | - | 702 00    |
| T. O. Page,                  | - | - | - | 58 50      | - | 702 00    |
| James C. Paul,               | - | - | - | 58 50      | - | 702 00    |
| H. F. Pasho, Jr.             | - | - | - | 58 50      | - | 702 00    |
| D. N. Pasho,                 | - | - | - | 58 50      | - | 702 00    |
| C. K. Pemberton,             | - | - | - | 58 50      | - | 702 00    |
| George Poor,                 | - | - | - | 58 50      | - | 702 00    |
| Samuel Poor,                 | - | - | - | 58 50      | - | 702 00    |
| H. B. Potter,                | - | - | - | 58 50      | - | 702 00    |

| Names.           |   |   | Per Month. |   | Per Year. |
|------------------|---|---|------------|---|-----------|
| James B. Rice,   | - | - | 58 50      | - | 702 00    |
| Charles Swazey,  | - | - | 45 00      | - | 540 00    |
| John F. Sanborn, | - | - | 58 50      | - | 702 00    |
| Joseph Seavey,   | - | - | 58 50      | - | 702 00    |
| William Smith,   | - | - | 58 50      | - | 702 00    |
| W. H. Smith,     | - | - | 54 00      | - | 648 00    |
| R. K. Smith,     | - | - | 58 50      | - | 702 00    |
| Geo. F. Smith,   | - | - | 49 50      | - | 594 00    |
| Geo. W. Stevens, | - | - | 54 00      | - | 648 00    |
| John B. Stone,   | - | - | 54 00      | - | 648 00    |
| J. L. Webster,   | - | - | 49 50      | - | 594 00    |

## TICKET MASTERS AND STATION AGENTS.

|                    |   |                     |   |         |
|--------------------|---|---------------------|---|---------|
| *A. W. Eaton,      | Boston, (employs assistant whom he pays,) - | 90 00               | - | 1080 00 |
| J. Parks,          | Charlestown, -                              | 5 00                | - | 60 00   |
| W. D. Barnett,     | Somerville, -                               | 31 50               | - | 378 00  |
| J. Gowing, Jr.     | Medford, -                                  | 35 10               | - | 421 20  |
| *†A. Sherman,      | " Park Street,                              | 17 56               | - | 210 60  |
| B. R. Leavitt,     | Malden, -                                   | 40 50               | - | 486 00  |
| †A. Lynde,         | Wyoming, -                                  | 23 40               | - | 280 80  |
| †S. F. Barrett,    | Melrose, -                                  | 36 00               | - | 432 00  |
| †Geo. C. Cross,    | Stoneham, -                                 | 27 00               | - | 324 00  |
| *†N. Cowdrey,      | Greenwood, -                                | 6 25                | - | 75 00   |
| †J. Danforth,      | Lynnfield, -                                | 13 50               | - | 162 00  |
| S. Wolcott,        | West Danvers, (also tends signal,) -        | 20 25               | - | 243 00  |
| †C. Tapley,        | Danvers Centre, -                           | 13 50               | - | 162 00  |
| †J. Wilkins,       | Collins Street, -                           | 13 50               | - | 162 00  |
| F. A. Wentworth,   | North Danvers, -                            | 31 50               | - | 378 00  |
| A. Harrigan,       | Putnamville, -                              | 10 00               | - | 120 00  |
| †F. P. Merriam,    | Topsfield, -                                | 27 00               | - | 324 00  |
| †John Hale, Jr.    | Boxford, -                                  | 13 50               | - | 162 00  |
| S. P. Lake,        | Georgetown, -                               | 31 50               | - | 378 00  |
| †B. S. Rogers,     | Byfield, -                                  | 16 66 $\frac{2}{3}$ | - | 200 00  |
| J. P. Coombs,      | Newburyport, -                              | 45 00               | - | 540 00  |
| †Geo. P. Carleton, | Groveland, -                                | 27 00               | - | 324 00  |
| †H. Amazeen,       | Haverhill Bridge, -                         | 27 00               | - | 324 00  |
| J. Towle,          | South Reading, -                            | 36 00               | - | 432 00  |
| C. Temple,         | Reading, -                                  | 45 00               | - | 540 00  |
| †George Slack,     | Wilmington, -                               | 22 50               | - | 270 00  |
| J. H. Bacheller,   | Wilm. Junc. (tends signal)                  | 15 00               | - | 180 00  |

| Names.           |                   |   | Per Month.          |   | Per Year. |
|------------------|-------------------|---|---------------------|---|-----------|
| I. O. Blunt,     | Ballardvale,      | - | 36 00               | - | 432 00    |
| E. S. Merrill,   | Andover,          | - | 36 00               | - | 432 00    |
| *James Clark,    | So. Lawrence,     | - | 40 50               | - | 486 00    |
| *O. Wheeler,     | No. Lawrence,     | - | 40 50               | - | 486 00    |
| †L. Sawyer,      | No. Andover,      | - | 36 00               | - | 432 00    |
| †J. S. Bancroft, | Bradford,         | - | 31 50               | - | 378 00    |
| J. Flanders,     | Haverhill,        | - | 45 00               | - | 540 00    |
| †J. Irving,      | Atkinson,         | - | 5 00                | - | 60 00     |
| †J. N. George,   | Plaistow,         | - | 27 00               | - | 324 00    |
| J. G. George,    | "                 | - | 5 00                | - | 60 00     |
| †S. Rowell,      | Newton,           | - | 18 00               | - | 216 00    |
| †J. B. Morrill,  | East Kingston,    | - | 23 40               | - | 280 80    |
| Geo. G. Smith,   | Exeter,           | - | 36 00               | - | 432 00    |
| †B. P. Roberts,  | S. Newmarket,     | - | 31 50               | - | 378 00    |
| I. M. Clark,     | P. & C. Junction, | - | 16 66 $\frac{2}{3}$ | - | 200 00    |
| †*G. A. Bennett, | Newmarket,        | - | 31 50               | - | 378 00    |
| †J. B. George,   | Durham,           | - | 36 00               | - | 432 00    |
| Wm. Tredick,     | Dover,            | - | 36 00               | - | 432 00    |
| J. T. Furber,    | Great Falls,      | - | 45 00               | - | 540 00    |
| E. S. Nowell,    | Salmon Falls,     | - | 45 00               | - | 540 00    |
| A. W. Clark,     | S. B. Junction,   | - | 36 00               | - | 432 00    |

All the above, excepting those marked \*, are also station and freight agents. Those marked † do all the work required at the station, including the switches. †\* Also tends gates. \*†\* Performs all the labor required, but does not sell tickets.

#### FIREMEN.

27 men, averaging each, - - 31 83

#### TRAIN BAGGAGE MASTERS.

10 men, averaging each, - - 33 95

#### BRAKEMEN.

17 men, averaging each, - - 31 50

#### DRAW TENDERS.

2 at Boston, each, - - - 31 50

1 at Medford, - - - 27 00

#### GATEMEN.

3 in Boston, each, - - - 30 00

2 in Malden, each, - - - 17 50

3 in South Reading, each, - - 11 80

1 in Charlestown, (also tends draw,) - 36 00



| Names.  | Per Month.          | Per Year. |
|---|---------------------|-----------|
| 1 in Somerville, (two gates) - -  | 27 00               |           |
| 1 in Reading, - -   | 16 66 $\frac{2}{3}$ |           |
| 2 in Lawrence, each, - -  | 20 00               |           |
| 1 in Haverhill, - -   | 13 50               |           |
| 2 in Exeter and F. K., each, - -  | 8 67                |           |
| <b>SIGNAL MEN.</b>  |                     |           |
| 1 at Charlestown, - -   | 22 50               |           |
| 1 at Newburyport, - -   | 23 40               |           |
| <b>SWITCHMEN.</b>   |                     |           |
| 3 in Boston, each, - -  | 32 25               |           |
| 6 in Lawrence, each, - -  | 25 25               |           |
| 1 in Medford, (Junction), - -   | 31 50               |           |
| 1 in South Reading, do. - -   | 21 60               |           |
| 1 in Bradford, - -  | 27 00               |           |
| 1 in Haverhill, - -   | 31 50               |           |
| 1 in East Kingston, - -   | 27 00               |           |
| 1 at Madbury, - -   | 15 00               |           |
| 1 at Dover, - -   | 27 00               |           |
| 1 at South Berwick, (Junction), -                                       | 23 40               |           |
| <b>WATCHMEN.</b>  |                     |           |
| 2 at Boston Passenger Station, each, -                                  | 29 70               |           |
| 2 at " Engine House, " -  | 33 75               |           |
| 4 at " Freight Houses, " -  | 35 44               |           |
| 1 at " (wood), - -  | 27 00               |           |
| 1 at Medford, - -   | 27 00               |           |
| 1 at Reading, - -   | 27 00               |           |
| 5 at Lawrence, each, - -  | 27 00               |           |
| 2 at Haverhill, " - -   | 29 00               |           |
| 2 at Great Falls, " - -   | 27 00               |           |
| 1 at S. B. Junction, - -  | 27 00               |           |
| 1 at Newburyport, - -   | 27 00               |           |
| 4 on Bridges, each, - -   | 27 00               |           |
| <b>ENGINE SHOP.</b>   |                     |           |
| 35 men, each, (including N. G. Paul's salary of \$1350 per annum,) - -  | 43 31               |           |
| <b>CAR SHOP.</b>  |                     |           |
| *38 men, each, including M. C. Andrews's salary of \$1080 per annum,) - | 36 10               |           |

| Names.  |   | Per Month. |   | Per Year. |
|---|---|------------|---|-----------|
| <b>REPAIRS OF ROAD.</b>                           |   |            |   |           |
| N. Whittier, Bridge Inspector,                    | - | 45 00      | - | 540 00    |
| E. A. Smith, Roadmaster,                          | - | 67 50      | - | 810 00    |
| John Bailey, do.                                  | - | 60 00      | - | 720 00    |
| 141 men, averaging each,                          | - | 29 65      |   |           |
| <b>BOSTON PASS. STATION AND CAR HOUSE.</b>        |   |            |   |           |
| C. E. Hall, Transportation Master,                | - | 75 00      | - | 900 00    |
| E. Weymouth, Assistant,                           | - | 45 00      | - | 540 00    |
| A. Currier, Baggage Master,                       | - | 45 00      | - | 540 00    |
| F. Nourse, do. do.                                | - | 36 00      | - | 432 00    |
| Wm. Knights, do. do.                              | - | 31 50      | - | 378 00    |
| 11 Laborers, averaging each,                      | - | 28 46      |   |           |
| <b>BOSTON FREIGHT HOUSES.</b>                     |   |            |   |           |
| W. J. Merriam, Freight Agent,                     | - | 112 50     | - | 1350 00   |
| J. B. Gillett, Book-keeper,                       | - | 82 50      | - | 990 00    |
| M. Patee, Cashier,                                | - | 60 00      | - | 720 00    |
| A. Caldwell, do.                                  | - | 54 00      | - | 648 00    |
| 4 Clerks, each,                                   | - | 38 75      |   |           |
| 3 Loading Agents, each,                           | - | 43 50      |   |           |
| 9 Receiving and Delivering Agents, each,          | - | 32 51      |   |           |
| 22 Laborers, each,                                | - | 25 74      |   |           |
| <b>GREENWOOD STATION.</b>                         |   |            |   |           |
| 1 Signal Man,                                     | - | 23 40      | - | 280 80    |
| <b>READING STATION.</b>                           |   |            |   |           |
| 1 Switchman,                                      | - | 27 00      | - | 324 00    |
| 2 Laborers, each, (load freight, clean cars, &c.) | - | 23 63      |   |           |
| <b>ANDOVER STATION.</b>                           |   |            |   |           |
| 1 Freight Clerk,                                  | - | 22 50      | - | 270 00    |
| 1 Baggage Master,                                 | - | 27 00      | - | 324 00    |
| <b>LAWRENCE STATION.</b>                          |   |            |   |           |
| D. Hardy, Station and Freight Agent,              |   | 54 00      | - | 648 00    |
| 1 Freight Clerk,                                  | - | 23 40      | - | 280 80    |
| 2 Baggage Masters, each,                          | - | 31 50      |   |           |
| 10 Laborers, each,                                | - | 23 75      |   |           |
| <b>HAVERHILL STATION.</b>                         |   |            |   |           |
| 3 Laborers, each,                                 | - | 31 33      |   |           |
| <b>EXETER STATION.</b>                            |   |            |   |           |
| 3 Laborers, each,                                 | - | 29 10      |   |           |

| Names.                                     |   |   | Per Month. |   | Per Year. |
|--|---|---|------------|---|-----------|
| <b>P. AND C. JUNCTION.</b>                 |   |   |            |   |           |
| 1 Assistant,                               | - | - | 13 00      | - | 156 00    |
| <b>NEWMARKET STATION.</b>                  |   |   |            |   |           |
| 1 Laborer, (sawing wood),                  | - | - | 23 40      | - | 280 80    |
| <b>DOVER STATION.</b>                      |   |   |            |   |           |
| 2 Laborers, each,                          | - | - | 27 00      |   |           |
| 1 Police Agent,                            | - | - | 10 00      | - | 120 00    |
| <b>ROLLINSFORD STATION.</b>                |   |   |            |   |           |
| 1 Station Agent and Switchman,             | - |   | 36 50      | - | 438 00    |
| <b>GREAT FALLS STATION.</b>                |   |   |            |   |           |
| 2 Blacksmiths, each,                       | - | - | 38 50      |   |           |
| • 3 Laborers, each,                        | - | - | 23 40      |   |           |
| <b>S. BERWICK JUNC. STATION.</b>           |   |   |            |   |           |
| 2 Men, sawing and loading wood, &c., each, |   |   | 23 40      |   |           |
| <b>NORTH DANVERS STATION.</b>              |   |   |            |   |           |
| 1 Signal Man,                              | - | - | 18 22      | - | 218 70    |
| <b>GEORGETOWN STATION.</b>                 |   |   |            |   |           |
| 1 Laborer,                                 | - | - | 23 40      | - | 280 80    |
| 1 " "                                      | - | - | 5 00       | - | 60 00     |
| <b>NEWBURYPORT STATION.</b>                |   |   |            |   |           |
| 1 Baggage Master,                          | - | - | 31 50      | - | 378 00    |
| 2 Laborers, each,                          | - | - | 29 25      |   |           |
| <b>MISCELLANEOUS—Boston.</b>               |   |   |            |   |           |
| Alfred Perkins, Wood Agent,                | - |   | 90 00      | - | 1080 00   |
| 29 Men, sawing and piling wood, &c.        |   |   | 24 47      |   |           |

In addition to the above, a Grade Train, employing about 30 men, is run upon the road for two or three months during each year.

|                                   |   |   |   |   |         |
|-----------------------------------|---|---|---|---|---------|
| F. Cogswell, President,           | - | - | - | - | 2700 00 |
| Wm. Merritt, Superintendent,      | - | - | - | - | 2250 00 |
| H. B. Wilbur, Treasurer,          | - | - | - | - | 2250 00 |
| 2 Treasurer's Clerks,             | - | - | - | - | 1080 00 |
| 4 Clerks in Passenger department, | - | - | - | - | 2061 00 |

Total number of men, 567.

## J.

*Statement of Free Passages, from June 1, 1861, to June 1, 1862.*

|   | 1861.<br>June. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | 1862.<br>Jan. | Feb. | March. | April. | May. | Total. |
|---|----------------|-------|------|-------|------|------|------|---------------|------|--------|--------|------|--------|
| Officers and Directors B. & M. Road,<br>and families, - - - - -         | 41             | 26    | 25   | 31    | 35   | 45   | 36   | 48            | 44   | 38     | 58     | 48   | 475    |
| Officers, Directors and others, on ac-<br>count Connecting Roads, - - - | 129            | 91    | 68   | 117   | 123  | 135  | 119  | 132           | 125  | 110    | 129    | 135  | 1413   |
| Contract, - - - - -   | 21             | 21    | 18   | 24    | 20   | 28   | 16   | 19            | 25   | 16     | 20     | 30   | 258    |
| Complimentary, - - - - -  | 27             | 29    | 29   | 33    | 14   | 17   | 11   | 18            | 23   | 13     | 17     | 18   | 249    |
| Charity, - - - - -  | 54             | 49    | 10   | 30    | 15   | 27   | 15   | 35            | 29   | 15     | 27     | 20   | 336    |
| Total, - - - - -  | 272            | 216   | 150  | 235   | 207  | 252  | 197  | 252           | 246  | 192    | 251    | 251  | 2721   |



## K.

*Accidents on Boston and Maine Railroad during the year  
ending May 31, 1862.*

*June 22, 1861.* Abby Jackson, insane, jumped from the 5.15 P. M. Train from Boston, at Winn's Crossing, (in South Reading), and was instantly killed.

*Oct. 22, 1861.* John Jaseph, Brakeman, had his arm cut off by falling between the cars while they were in motion.

*Oct. 28, 1861.* Boy, by name of Wm. E. Morse, of Haverhill, in attempting to get on the Freight Train, while in motion, fell and had both legs cut off.

*Nov. 4, 1861.* Boy, by name of Edward Keating, in attempting to get on the train while in motion, at Ballardvale, fell and had his foot cut off; died the following day.

*Nov. 18, 1861.* Luke Hutchinson, conductor of Brick Train, in attempting to unshackle the cars from the engine, while in motion, at Plaistow Brick Yard, fell, and was instantly killed by the cars passing over him.



## BOSTON AND MAINE RAILROAD.

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The Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at HAVERHILL, in the Town Hall, on WEDNESDAY, the tenth day of September next, at Ten o'clock, A. M., for the choice of Directors, and the transaction of any other business which may be brought before them.

By order of the Directors,

JAMES C. MERRILL, *Clerk.*

Boston, Aug. 13, 1862.





